

### **In the Specification**

Please amend the Specification as follows:

*At Page 2, please amend paragraph 002 as follows:*

This Application claims the benefit of Ording and Poertner U.S. Provisional Application No. 60/416,107, filed 04 October 2003, and is co-pending with Ording and Poertner PCT Application No. PCT/US03/31669 filed concurrently herewith on 03 October 2003—

*At page 12, Please amend paragraphs 0038 and 0039 as follows:*

[0038] Fig. 15 is a graph showing the drag force at a speed of thirty miles per hour for a wheel of the present invention and several different prior art wheel types versus angle of attack;  
and

[0039] Fig. 16 is a graph showing Watts of power required to spin a wheel of the present invention and several different types of wheel types versus angle of attack; and  
Fig.17 is a sectional view of a clincher type rim embodying the present invention.

*At pages 15-16, please amend paragraph 0049 as follows:*

[0049] In Figs. 1-7, the brake engaging portion 28 and the tire engaging portion 34 are shown to

be made of carbon fiber, and formed integrally with the remainder of the first and second air engaging surfaces 20, 22. This integral construction works well with sew-up rims.

Turning now to Fig 17, a clincher type rim 200 similar to that shown in the Sargent '645 patent is shown which incorporates the teachings of the present invention. However, with

With "clinchier" type rims of the type shown in the Sargent and Hed patents discussed above, the brake engaging surfaces 228, 229 28 and the tire engaging portion 34 234 are contained upon a separately fabricated hoop shaped component 236 that is fabricated separately from a body portion 238. The body portion 238 includes surface features 240, such as dimples on the air engaging first and second side surfaces 244, 246. The hoop shaped component that serves as both the brake engaging surfaces 228, 229 28 and tire engaging portion 34 234 of the wheel 10 200 as illustrated in Fig 17. Figs. 10-12. The brake engaging surfaces 228, 229 28 and tire engaging portion 34 234 may be made from metal-based components, such as aluminum, carbon fiber based components, or a mixture of metal and carbon fiber based components. An

Returning back to Figs 1-7, an oval-shaped valve stem receiving aperture 32 extends partially, or fully through the wheel 10 and is designed for receiving a valve stem, to permit the user to inflate and deflate a tire 27 that is mounted on the wheel 10.